



NZ TRANSPORT AGENCY
WAKA KOTAHI

RESOURCE MANAGEMENT ACT 1991

Submission on Private Plan Change 61 – Rezone Rural Outer Plains to Business 2 & Living 1 Zones, east of Darfield

By Rupert and Catherine Wright

To: Selwyn District Council
PO Box 90
ROLLESTON 7643

Submitter: Waka Kotahi NZ Transport Agency
PO Box 1479
CHRISTCHURCH 8011

Pursuant to the First Schedule of the Resource Management Act 1991 (RMA), **Waka Kotahi NZ Transport Agency** (Waka Kotahi) hereby makes this submission in **opposition** to an application by Rupert and Catherine Wright for the Private Plan Change to rezone Rural Outer Plains to Business 2 and Living 1 Zones, east of Darfield.

The land subject to this plan change is located east of Darfield on the corner of State Highway 73 and Creyke Road. The property is legally described as Section 1 SO 1227, Darfield.

NZ TRANSPORT AGENCY'S SUBMISSION:

Plan Change 61 seeks to rezone approximately 30.76 hectares (ha) of land currently zoned Rural Outer Plains, which will result in approximately 17.5 ha of Business 2 zoned land, 7.1 ha of Living 1 zoned land, and 6.61 ha for roading and reserve purposes. The Plan Change seeks to insert an Outline Development Plan (Darfield East ODP) with site-specific rules to facilitate the development. The residential zoned land will result in approximately 35 residential section on the south boundary with an average density of 1,950m². Access to the site will be made available via a new roading connection to Creyke Road.

As part of the Plan Change the applicant has proposed to make upgrades to the Creyke Road / State Highway 73 intersection to assist in the potential mitigation of traffic related effects from the proposal. Creyke Road will be realigned to a 90-degree angle on the south side of the highway, which will off-set the Creyke Road intersection on the northern side. It is then proposed that further upgrades to the State Highway 73 / Creyke Road intersection will be undertaken in a staged approach. This will include auxiliary turning lanes for a right-turn lane and a left-turn lane at 10% and 85%, respectively, of the land being developed.

Visual screening by way of a 10m wide landscaping strip will also be provided along the State Highway 73 boundary to ensure physical separation between the development area and Highway. A landscape restricted area on the north-eastern corner of the site, with planting under 1m height, will be included to maintain sight distances at the intersection.

Waka Kotahi has statutory functions, as defined under Section 95 of the Land Transport Management Act 2003. In submitting on this proposal, Waka Kotahi seeks to give effect to the following statutory functions:

- To contribute to an effective, efficient, and safe land transport system in the public interest;
- To manage the state highway system, including planning, funding, design, supervision, construction, and maintenance and operations; and
- To assist, advise, and co-operate with approved organisations (such as regional councils and territorial authorities).

The Transport Agency has reviewed the application and has the following concerns:

Intersection Safety and Efficiency

The Darfield East ODP includes an internal roading network that connects to Creyke Road. The roading network is via the eastern end of the site with a 6.5m wide carriageway. A residential road then connects onto this that provides for the potential to connect to the land on the western boundary. It also includes the realignment of Creyke Road that is currently has a 40-degree approach to the highway and it seeks to straighten this up to an approach angle of 90-degrees.

The applicant has also provided a Transport Assessment as part of the application. In this a detailed assessment has been carried out with thresholds at which turning lanes are required as further upgrades to the Creyke Road intersection. From this it is identified that a right-turn lane is required at 10% of the development and a left-turn lane required at 85% of the development. It is proposed that a 'trigger' rule be included within the Plan Change provisions to require upgrading once these thresholds have been reached. This may be influenced by whether any access to the plan change area is available from the adjacent land to the west.

The proposal will result in an increase in vehicle movements at the Creyke Road intersection, which will increase demand on the State Highway network. It is also noted that there is land adjacent to the site that is currently zoned Living 1, Living 2A (deferred) and Living 2A which may be developed in the future. This will ultimately result in a greater demand on vehicles using the Creyke Road intersection.

Waka Kotahi is concerned that appropriate intersection investigations have not been undertaken as part of the Transport Assessment in relation to how the adjacent may be developed in the future that is identified for residential development within the Selwyn District Plan. The applicant should consider whether the proposed intersection upgrade is appropriate for the development associated with the Plan Change area and how the reliance of this intersection will be impacted when the adjacent land is developed. These matters should be considered against the Safe Systems Approach to ensure that the correct investment is being made to the roading network.

There are also concerns that the 'trigger' rules may be difficult to implement if the current proposed intersection is deemed to be appropriate. It is suggested that the investment in this upgrade should be undertaken at the same time as the formation of the internal road network of the Plan Change area. Consideration should also be given to the current posted speed of the State Highway and whether this may need to be reviewed to ensure that the intersection layout will operate safely and efficiently.

Waka Kotahi is not opposed to the change in zoning of the land and the associated vehicle movements entering the State Highway network. However, the potential effects on the roading network need to be considered further to ensure that appropriate investment and design of the intersection are made to address any potential adverse effects.

Multi Modal Transport Options

Plan Change 61 will increase the number of residential allotments and jobs within Darfield, which will increase the demand for services such as commercial and retail activities, and schools. This may result in residents

wanting to travel by non-car modes of transport, such as walking into town and children cycling to school. These modes of transport would require people to travel from the site, along the State Highway or down Creyke Road then up Telegraph Road to get to the town and the same to return. As the adjacent residential zoned lands gets developed other options may become available.

Waka Kotahi has an interest in the use of multi modal transport options and this is supported through the Government Policy Statement (GPS). There are currently no options identified as part of this Plan Change for multi modal transport. It is recommended that options be further investigated to identify whether any provision for multi modal options can be incorporated.

Urban Development Strategy

Waka Kotahi and Selwyn District Council are partners to the Urban Development Strategy (UDS), which aims to manage growth within the Greater Christchurch Region in a proactive, integrated and sustainable manner. The UDS has been amended to include the Settlement Pattern Update titled *Our Space*, which includes preferred locations for housing growth. The Settlement Pattern Update responds to the National Policy Statement on Urban Development Capacity where councils in a high growth urban area must demonstrate that sufficient, feasible development capacity is available over the medium (next 10 years) to long-term (10–30 years) to support future housing and business growth. In addition, *Our Space* also considers the likely availability of appropriate infrastructure to support projected development, integrating land use and transport planning to ensure safe and accessible urban areas.

Any rezoning of the application site should be considered against the updated UDS provisions and the Canterbury Regional Policy Statement (RPS). Darfield is situated outside of the subject area of the UDS, however, the proposal would result in a large area of residential development, which may affect residential demand within the UDS area. Residential development within the Selwyn District is anticipated in Rolleston and Lincoln under the UDS. The land subject to the proposed plan change is currently zoned Outer Plains, however, it is acknowledged that the land is also adjacent to Living 1 and Living 2A and Living 2A (deferred) zoned land.

Canterbury Regional Policy Statement

Chapter 5 (Issue 5.1.2) of the RPS acknowledges the need to reduce vehicle trip frequency, trip generation and distance, and improve modal choice resulting from the use of private motor vehicles. To improve modal choice, further pedestrian and cycle connections should be considered from the development. Plan Change 63 has the potential to affect the safe and efficient operation of the land transport network, and further assessment is required to understand the potential effects of development and determine the extent to which the plan change will result in residential development that is consistent with *Chapter 5 – Land-Use and Infrastructure* of the RPS and integrates land use and transport planning (Policy 5.3.8). The applicant has not fully considered the compatibility of the development with the state highway network, and its continued safe, efficient and effective operation (Objective 5.2.1, Objective 5.2.3 and Policy 5.3.7 of the RPS).

Selwyn District Plan

Chapter 2 – Physical Resources recognises the need to integrate land use and transport planning (Objectives B2.1.1 and B2.1.2). Objective B2.1.3, Policy B2.1.5 and Policy B2.1.17 acknowledge the importance of multi-modal transport and strategic planning. Employment is limited in Darfield and further residential development at this location is likely to result in travel outside of the immediate area. It is noted that if this Plan Change is accepted there may be employment opportunities in the Business 2 zoned land. Other employment opportunities may be in the greater Selwyn and Christchurch areas which does not support multi-modal transport and supports the continued reliance on private vehicle use.

If the proposed plan change is inconsistent with the RPS and the Selwyn District Plan, then it is not considered appropriate for the plan change to be approved.

WAKA KOTAHI NZ TRANSPORT AGENCY WISHES THE CONSENT AUTHORITY TO:

Unless the issues raised above are suitably addressed, it is sought that the Plan Change is declined.

The Transport Agency is open to discussing the proposal further with the applicant and Selwyn District Council to reach a suitable agreement whereby the Plan Change can be approved subject to the inclusion of suitable controls to address the issues raised in this submission.

Waka Kotahi NZ Transport Agency wishes to be heard in support of this submission.

Dated at Christchurch this 29th day of July 2020.



Richard Shaw

TEAM LEADER – CONSENTS AND APPROVALS

Pursuant to authority delegated
by Waka Kotahi NZ Transport Agency

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From: [Stuart Pearson](#)
To: [Submissions](#)
Cc: [Richard Shaw](#)
Subject: 2020-0234 - Waka Kotahi NZTA Submission - Selwyn District Council PC61.pdf
Date: Wednesday, 29 July 2020 3:45:11 p.m.
Attachments: [2020-0234 - NZTA Submission - Selwyn District Council PC61.pdf](#)

Hello,

Please find the Waka Kotahi – NZ Transport Agency submission on notified private plan change 61 on the eastern end of Darfield.

Kind regards,
Stuart

Stuart Pearson - Planner
Consents and Approvals - System Design
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